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COUNTRY		Czechoslovakia	25X1
TOPIC		Airfields in Czechoslovakia	25X1
25X1	EVALUATION	PLACE OBTAINED	25X1
25X1	DATE OF CONTENT		
25X1	DATE OBTAINED	DATE PREPARED	29 August 1952
REFERENCES			
PAGES 2 ENCLOSURES (NO. & TYPE)			
REMARKS			

1. Tabor airfield. The airfield southeast of Tabor (O 50/M 01) belongs to the Aeroclub. It was rumored that the field was to be improved as a military airfield. After July 1951, the field was guarded by six SNB men, who were armed with submachine guns. There was an old hangar at the field. In December 1951, six new hangars, steel structures, were under construction. The field was used by two small aircraft of the Aeroclub, and single-engine aircraft of the SNB. (1)
2. Rakovnik airfield. The airfield located south of the field path from Rakovnik (N 51/L 28) to Mostokrej, about 2.5 km from Rakovnik, belonged to the Aeroclub. It covered an area of about 600x1,500 meters. Its surface was sandy and covered with short and dense grass. In 1946 and 1947 during airforce celebrations, military aircraft also landed at the field. In 1948, the wooden hangar burned down and, in the fall of 1951, the construction of a new hangar started. Excavation work was completed in December 1951. The field was occupied by 7 gliders and 3 small conventional sports planes, one of which burned in the hangar. Later on, the propellers were disassembled from the two other sports planes. (2)
3. Moravska Ostrava airfield. Between July and mid-December 1951, the following air activities were observed over the airfield which is located about 3 km from Kuncice (P 50/O 58) toward Vitkovice. Every day between 4 and 5 p.m., a twin-engine commercial plane landed at the field coming from the direction of Prague;

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almost daily, a small low-wing plane was observed engaged in acrobatics over the field and individual small sport planes of the same type were flown in local flights; gliders were occasionally observed over the field. (3)

4. Hodkovice airfield. The airfield is located on a hill about 1 km west of Hodkovice (O 51/G 15), just north of a high forest. The area of the field, which covered 300x1,000 meters, was seeded. There were no concrete areas. The drainage was excellent even after heavy rain. Both on the southern and northern edges of the field there was a wooden hangar in which the following aircraft were parked in 1950: 2 gliders, 2 Arados, 3 Fibers, and about 3 Zlins which belonged to the local Aeroclub. [redacted]

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[redacted] the field was confiscated by the military administration in Liberec (O 51/G 16) in the spring of 1951. Allegedly, the field was to be enlarged, and concrete taxiways were to be built. Surveying was allegedly under way. Construction work was to start in the beginning of 1952. (4)

5. Pezinok airfield. A civilian airfield of the local Aeroclub was located about 1 km northwest of Pezinok (P 12/P 00) on the northwestern shore of Saulacken Brook, west of a road leading to the northwest. Just north of the northeastern corner of the field was the so-called Rosalka Chapel. The field covered an area of 600 meters from northeast to southwest and 400 meters from northwest to southeast. It could be extended by about 500 meters to the northwest and about 1,500 meters to the southwest. The soil consists of firm clay covered with grass. There were no runway or taxiways. A low wooden cabin, about 3x5 meters, with a flat roof, was in the middle of the northeastern edge of the field. Aircraft observed at the field on 15 June 1952 at 3 p.m. included 2 yellow gliders, 1 glider with a one-man crew, which approached for a landing from the northeast, 2 single-engine Sokol type sports planes, and 1 single-engine high-wing Piper Cub sport plane. (5)

6. At about 1 p.m. on 19 June two V-formations of single engine aircraft flew over Pezinok. About 10 minutes later, a jet plane with slightly swept-back wings was observed crossing Pezinok at an altitude of 2,000 to 2,500 meters. [redacted] there were maneuvers by ground troops in the area of Canikovec, 8 km east of Pezinok-Modra (P 12/P 01) in which the aircraft were possibly involved.

[redacted] Comments.

- (1) A previous report indicated that improvement work was to start at Tabor airfield and that the field was possibly to be taken over by the Czechoslovakian Air Force. [redacted] The information on the construction of six new hangars confirms improvement work of the field.
- (2) This is the first report on Rakovnik airfield. The field is probably used for pre-military flight training.
- (3) This information confirms that, up to December 1951, Moravská Ostrava airfield was generally used for intermediate landings by Czechoslovakian commercial planes and for pre-military flight training. It is not believed that the field is scheduled to be used for military purposes.
- (4) This is the first report on Hodkovice airfield. The field was possibly to be improved as an auxiliary airfield for Liberec airfield the suitability of which is limited during unfavorable weather conditions.
- (5) Pezinok airfield which is reported for the first time is probably of minor importance and used by sports planes only. It is not believed that the field is scheduled to be improved and used for military purposes because it is located near the mountains.

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